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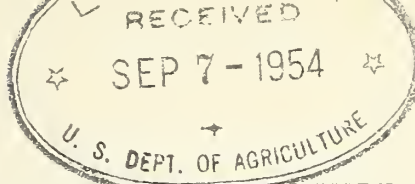
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3 REPORT OF INSPECTION OF HOLLAND BULBS IN COUNTRY OF ORIGIN DURING 1951 SEASON

At the instigation of the North American branch of the Holland Bulb Exporters Association, a decision was made to inspect and clear the bulk of the Holland grown bulbs in the country of origin this year. An agreement was made between that organization and the U. S. Department of Agriculture providing that the association pay for the transportation and subsistence of the personnel assigned to the experiment but that the Bureau of Entomology and Plant Quarantine was to provide services of the inspectors. It was estimated that four inspectors could accomplish the inspection by working in close cooperation with the Netherlands Phytopathological Service. A team of four inspectors was selected and proper passports and clearance obtained for them. These inspectors were M. H. Sartor, who for the last few years has been head of the Division's In-Service Training and who has also acted as entomologist for the Port of New York; L. R. Fate, who is District Leader of the New Jersey District at the Port of New York and who has supervised inspection of most of the Holland grown bulbs arriving at that port during the last 4 years; A. J. Benton, Plant Pathologist employed as a Plant Quarantine Inspector at New Orleans; D. P. Limber, Plant Pathologist stationed at the Hoboken Inspection House and assigned to the postentry inspection of plant material.

In addition, a fifth man, S. D. Whitlock, Inspector in Charge of the Port of New York, was sent to Holland in advance to work out the details of the operation of this team. He arrived in Holland on July 16 and discussed the various phases of the problem with the Holland officials and exporters. A chart (#1) is attached that illustrates the various agencies involved in clearing Holland bulbs for shipment to the United States. The Netherlands government has a very efficient and well organized Phytopathological Service with almost dictatorial powers over the growing, packing and shipping of bulbs. Therefore, it was decided to tie in the B.E.P.Q. bulb inspection with this Service and to take any action necessary through that organization. The inspectors were found to be a well trained group and the cooperation of every one of them was excellent and every request or suggestion made by the B.E.P.Q. inspectors was immediately complied with.

The attached organization chart (#2) gives some idea of the extensiveness of this service.

All of the team of four inspectors arrived in Holland on July 23. Mr. Sartor and Mr. Benton were assigned to the packing house inspection in the bulb area and Mr. Fate to the pier inspection at Rotterdam, from which port all bulbs are shipped. Mr. Limber who had been committed to pathological work when the experiment was first set up was stationed at Lisse where an excellent laboratory was provided, but he was later assigned to packing house inspection when it became obvious that the laboratory work would require only one or two hours of his time each day. Two cars, which were essential to conducting the work, were made available to the team and international driver's licenses were obtained for all of the men.

A very satisfactory and convenient office was provided at Rotterdam by the Netherlands Phytopathological Service in the same building which they occupied. They also supplied one clerk full time and a second clerk part time to assist in the paper work, as the clearance of the various shipments had to be clearly indicated on the documents going to the United States and as it was also decided

that all the statistical records were to be compiled in Holland. Inasmuch as the U. S. Customs Service is required to obtain for the B.E.P.Q. at the port of first arrival, a notice of arrival accompanied by a phytopathological certificate for each invoice covering bulbs, it was tentatively decided that by endorsing the phytopathological certificate "Inspected and Released" a minimum of confusion and misunderstanding would occur. However, it was necessary to arrange to have the endorsed certificate agree in every way with the invoice. This was accomplished by having a copy of the invoice filed at the Rotterdam office and comparing it with the certificate before placing the B.E.P.Q. release on it. This certificate was delivered to the exporting broker against the bill of lading after the vessel had sailed. Weekly summaries were made listing the number of shipments and cases assigned to each port and also monthly summaries of the number of packing house inspections and the total of each variety of bulbs shipped. Recapitulation of these summaries are attached.

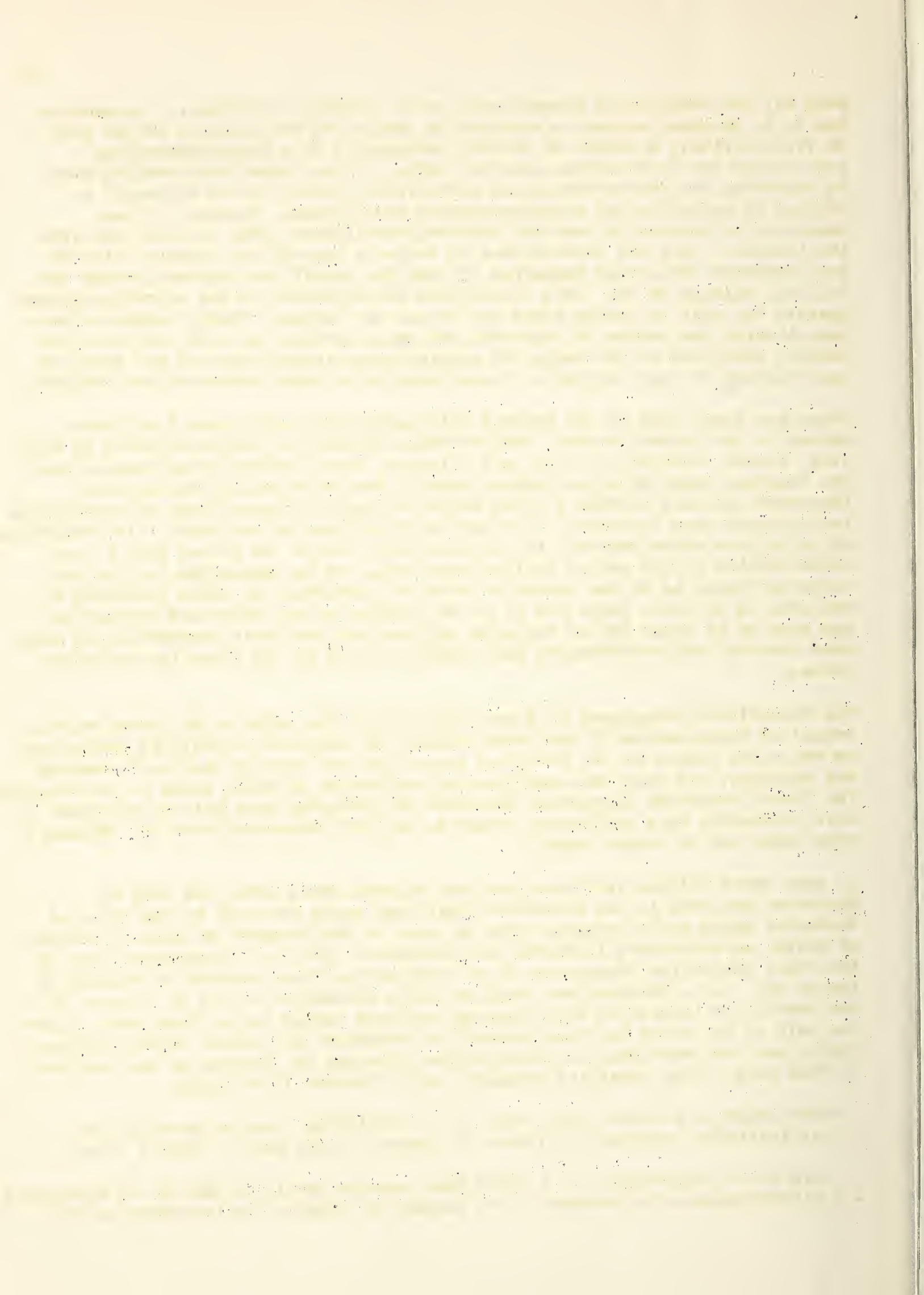
There are about five or six hundred bulb packers but only about $\frac{1}{4}$ of these export to the United States. Most of these houses are located within a 10 mile area around Sassenheim, Lisse, and Hillegom, with a second group located near St. Pancras, about 40 miles further north. Ten or 15 packing houses were inspected each day so that a great number of bulbs in every stage of preparation for shipment were inspected. As most exporters have to buy many of the varieties of bulbs from other growers, the inspection of even a few houses gave a good cross-section of the entire Holland bulb crop. It is impossible to give any definite figure as to the number of cases or percentage of bulbs inspected as was done in previous years but it is the opinion of the team that inspection was made of at least 10% of the bulbs shipped and that this inspection was much more thorough and satisfactory than could be given at the piers in the United States.

The Netherlands government will not allow any of the bulbs to be loaded on the vessel at Rotterdam until they have checked the shipment, usually by having one or two cases opened to see that they agree with the packing list as to variety and quantity, and that the condition and sanitation of these cases is satisfactory. The Plant Quarantine Inspectors stationed at Rotterdam were able to cooperate in this inspection to a sufficient extent to satisfy themselves that the shipments were going out in proper order.

In past years bulbous iris have not been shipped until after the 15th of September and when it was discovered that they would be ready by the first of September which would coincide with the peak of the movement of other varieties of bulbs, an additional inspector was requested. Mr. N. G. Santacroce, one of the Plant Quarantine Inspectors of the Port of New York, arrived in Holland on August 30. S. D. Whitlock was able to leave Holland on August 25 as most of the details of inspection and clearance had been worked out by that time. Since the bulk of the bulbs had been shipped by September 22, Messrs. Sartor, Benton, Limber and Fate were able to leave by that date and Mr. Santacroce was assigned to take care of the remaining shipments until October 15 or later.

A third chart is attached that shows in as simplified a way as possible the rather intricate procedures followed in clearing bulbs for the United States.

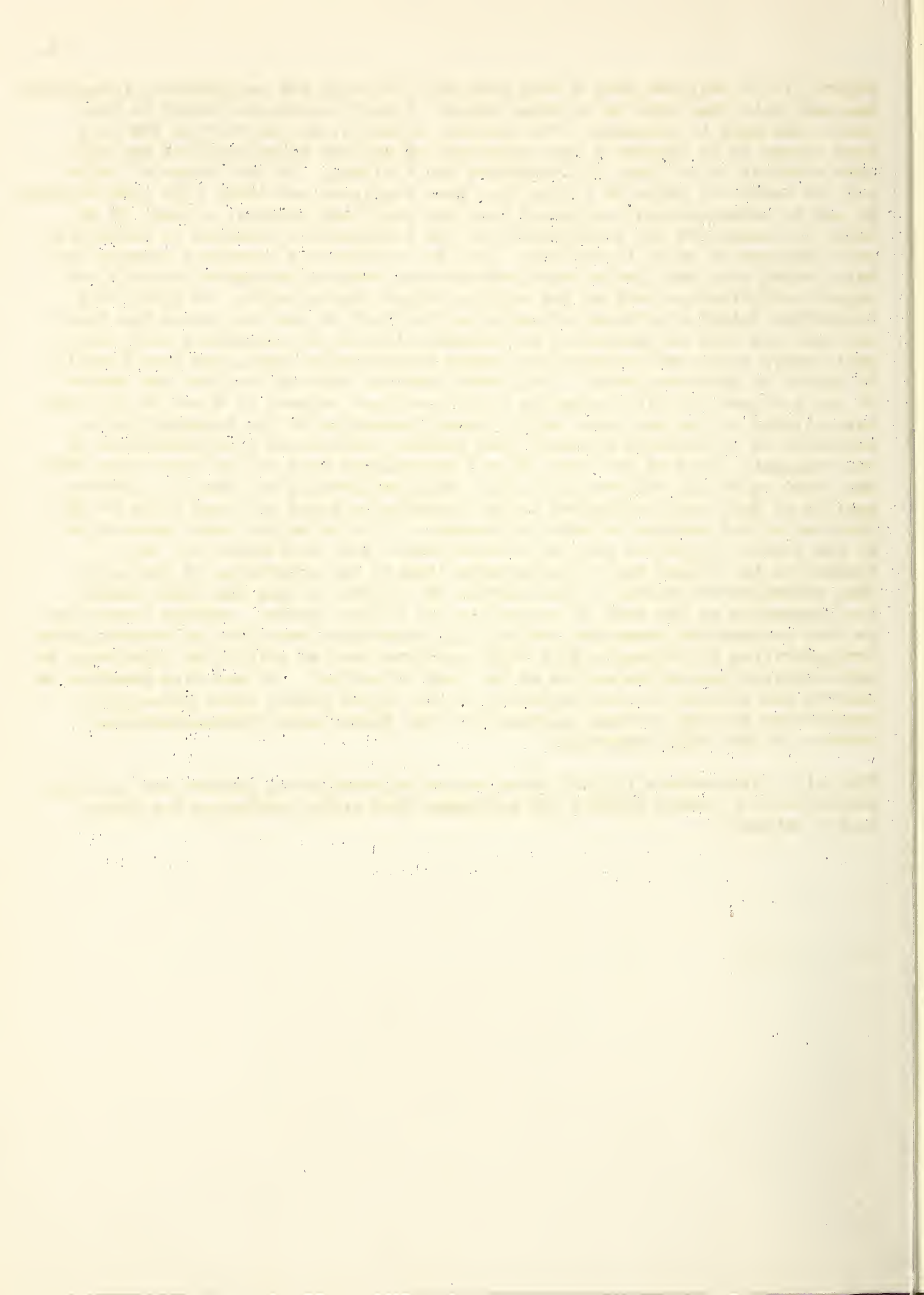
As this was an experiment, it is felt that comment should be made as to advantages and disadvantages of clearance in the country of origin. As indicated in this



report, it is believed that a very much more thorough and satisfactory inspection was made this year than in previous years. A very remarkable saving to the Bureau was made in manpower. For example, normally, at the Port of New York from August 15 to October 1 the inspection of Holland bulbs requires the full time services of at least 10 inspectors and 2 clerks. If the volume of bulbs and the number of ports to which they were consigned are taken into consideration, it can be conservatively estimated that the work that requires a total of at least 20 inspectors was accomplished by the 5 inspectors assigned to inspection and clearance of bulbs in Holland. This is particularly important because the bulb import peak has always coincided with the peak of passenger arrivals and export certification work at the various United States ports. In fact, this inspection solved a critical situation at the Port of New York where the force has been cut from 62 inspectors in September 1950 to 59 inspectors this year, while other work, particularly the export certification work, has been greatly in excess of previous years. It is very possible that at New York the number of men assigned to bulb inspection would have been reduced to 6 men which would have allowed at the very most only a token inspection of the incoming bulbs. According to information received from various brokers and representatives of the steamship lines at New York, it was ascertained that one to three days time was saved in taking delivery of bulbs. This undoubtedly resulted in a better quality of bulb being delivered to the importer as delay of these bulbs at the pier during hot weather is very detrimental. It also helped avoid congestion at the piers. While the cost of transportation and subsistence for the inspectors in Holland was a considerable item to the exporters, it was more than offset by the saving of the expense of coopers to open and close cases for inspection at the port of arrival in the United States. Another advantage is that on repeated occasions the B.E.P.Q. inspectors were able to correct minor irregularities in shipments that would not have been of sufficient importance to have required quarantine action at the port of arrival. It was also possible to clarify and correct misinterpretation of the United States Plant Quarantine regulations through personal contact with the Netherlands Phytocpathological Service and the bulb exporters.

The chief disadvantage is that there was no opportunity to observe the possible development of common insects and pathogens that might develop on the bulbs during shipment.

OCTOBER, 1951



GOVERNMENTAL GROUPS

NON GOVERNMENTAL GROUP

UNITED STATES
DEPARTMENT OF
AGRICULTURE
WASHINGTON, D.C.

BUREAU OF ENTOMOLOGY AND PLANT
QUARANTINE -
DIVISION OF PLANT
QUARANTINES
WASHINGTON, D.C.

DIVISION OF
PLANT QUARANTINES
ROTTERDAM
HOLLAND

PACKING
HOUSE
INSPECTION

PIER
INSPECTION
ROTTERDAM

NETHERLANDS DEPARTMENT OF AGRICULTURE

DEN HAAG

BEDRIJFSCHAP VOOR SIERTHEEL-
PRODUCTEN (BVS) - DEN HAAG
Production Market Control
of Ornamental Plants
Chairman A.J.Verhage
Director J.G.Orbaan
Secretary M.A.Vermeent
Chief Insp. J.W.deGroot

VAKGROEP GROOTHANDEL VAN
BLOEMBOLLEN - HAARLEM
Marketing Control
of Bulbs
Chairman Th.R.DeVroomen
Secretary F.J.D.Theyse

ONDERVAKGROEP EXPORT VAN
BLOEMBOLLEN - HAARLEM
Export Control of Bulbs
Chairman H.Hylkema
Secretary F.J.D.Theyse
Administrator Th.Kolderie
Export License

CENTRAL CONTROL DIENST
ROTTERDAM
C.C.D.Grade and Quality
Pier Insp.

PLANTENZIEKTENKUNDIGE
DIENST - WAGENINGEN

Phytopathological
Service

FIELD INSPECTION

PACKING HOUSE
INSPECTION

PIER INSPECTION
ROTTERDAM

BOND v. BLOEMBOLLENHANDELAAREN
HAARLEM
Holland Bulb Exporters Assoc.
Chairman Vacancy
Secretary F.J.D.Theyse
Administrator Th.Kolderie

EXPORT GROUPS

1. North America
2. England
3. Germany
4. South Europe
5. Eastern Europe
6. Scandinavia
7. Others

NORTH AMERICAN EXPORT GROUP

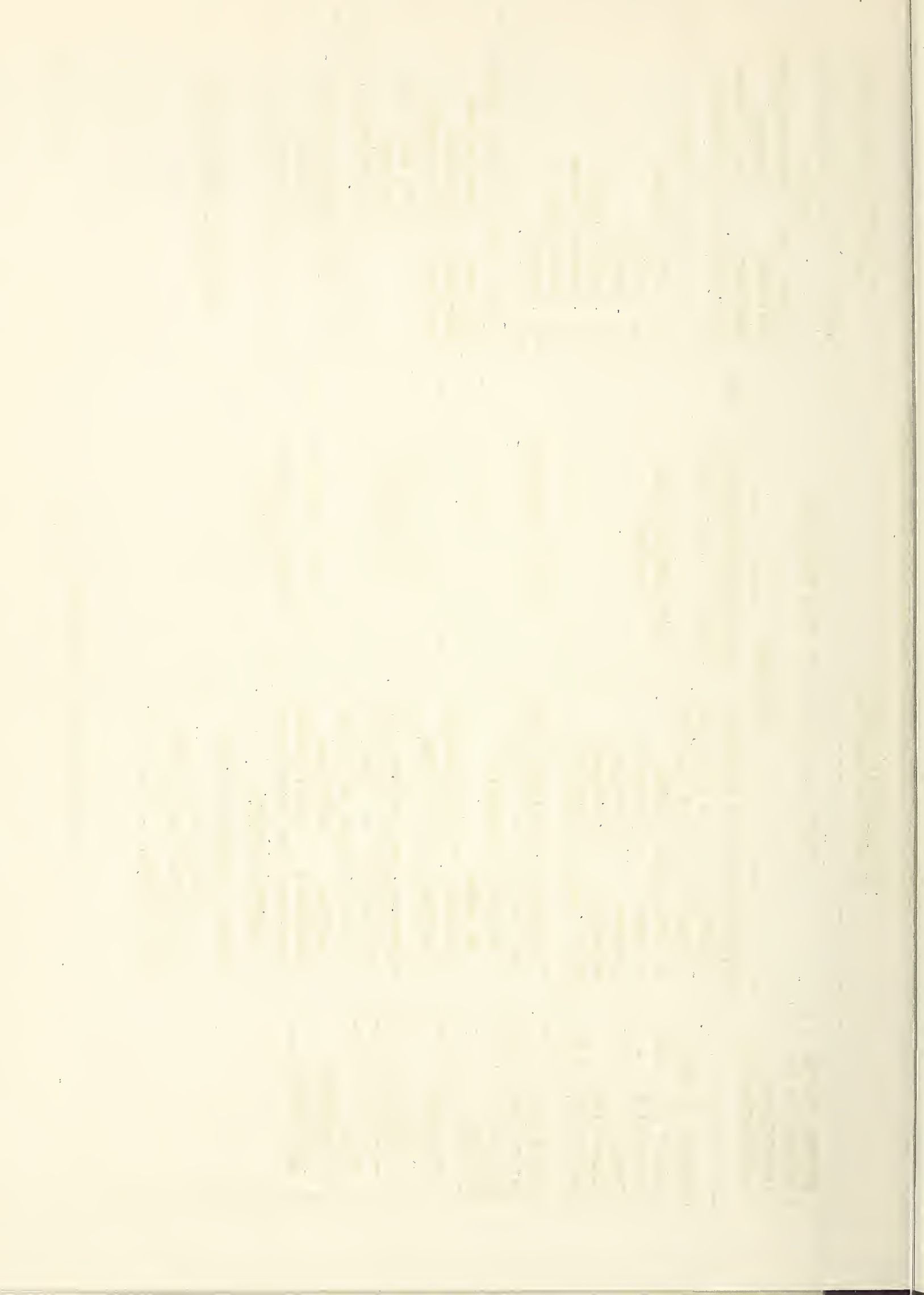
Chairman H.Arentshorst
Secretary G.Springer
Committee J.v.Zijverden
J.van den Berg
H.Hylkema
J.v.Zonneveld

PIER REPRESENTATIVE
ROTTERDAM
J.H.Bergman

Advisory Capacity Only

INTEGRATED RELEASE FOR EXPORT TO USA

August 1951



HOLLAND BULB INSPECTION

Z. E. MINISTER OF AGRICULTURE FISHERIES & FOOD

S. L. Mansholt

ACTING DIRECTOR-GENERAL OF AGRICULTURE

A. W. van de Plassche

RESEARCH

Dr. E. van Slogteren
LISSE

PHYTOPATHOLOGICAL SERVICE

Dr. C. J. Briejër Director
WAGENINGEN

FOREIGN AGRICULTURAL

INFORMATION
A. H. Joustra

CHIEF INSPECTOR

J. Zwartendijk
6 Districts of Netherlands

NORTH WEST NETHERLANDS

Principal Bulb District
Ch. Insp. C. Van Klaveren, LISSE

AMSTERDAM

H. A. M. Schlüter
J. A. Bijmolt
J. A. Kops

HAARLEM

C. A. W. de Rooy

HEEMSTEDÉ

J. Posthuma

HEILOO

J. Kingma
J. De Vries

HILLEGOM

J. Bijlo
C. P. Westerbrink
L. F. Kraay

HOORN

W. J. Drost
J. Miedema
E. Piekart
P. J. Neuvel

LEIDEN

L. W. Steensma
N. H. Dofferhof
C. J. Plug
A. De Weier

LISSE

C. A. Gehrels
M. D. Smedes

NOORDWIJK

C. A. Fremouw
J. J. Meurer

SASSENHEIM

G. Demmink
P. A. Vreeburg

ST. PANCRAS

A. v. Herwijnen
J. W. Koenders
H. H. Pennekamp
G. Schut

PORT OF ROTTERDAM

Pier Inspection
Ch. Insp. N. A. De Regt

Inspectors:

P. Arrachart
G. H. Jansen
A. Van Ruiten
N. H. Dofferhof

Chief Clerk:

J. M. Trees
Issues Export
Certificates

SOUTH WEST NETHERLANDS

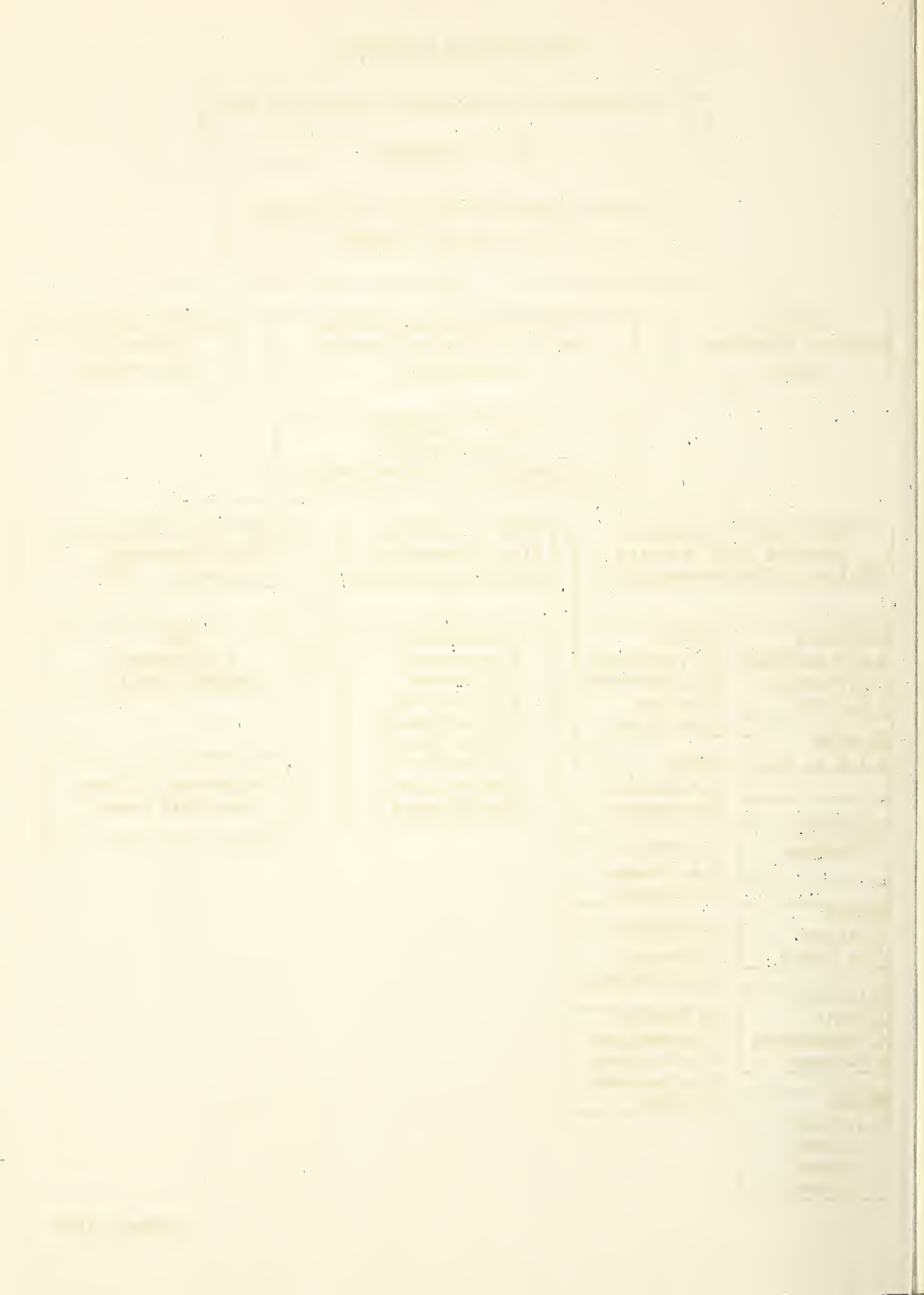
Chief Inspector
S. K. Phaff, GOES

GOES

A. J. Veerman
Bulbs (Iris)

Additional Offices
Non Bulb Areas

August, 1951



HOLLAND BULB INSPECTION FOR U.S.A.

PLANTENZIEKTENKUNDIGE DIENST
PLANT PATHOLOGICAL SERVICE
WAGeningen

BULB EXPORTER

APPL. EXPORT LICENSE

NETH. DEPT. AGRIC.
Marketing Control
HAARLEM

P.D. FIELD INSPECTION
Growing Bulbs
Soil for Golden Nematode

APPL. PHYTOSANITARY CERT. (MODEL 182)

P.D. PACKING HOUSE INSPECTION

U.S.D.A. ENTO. & PLANT QUAR.
Div. of Plant Quar. Holland
Packing House Inspection

EXPORT LICENSE

NETHERLANDS
CUSTOMS
Exp. Control

NETHERLANDS
GRADE - QUALITY
CONTROL
Pier Inspection

EXPORT PERMIT

PRELIM. CERT. U.S.A. (MODEL 90)
(Permit to Transport Sent With Shipment to Pier)
COPY CERT. U.S.A. (MODEL 153)
(Prepared and put on cases by exporter)

P.D. PIER INSPECTION

B.E.P.Q.
PIER INSPECTION

PRELIMINARY CERTIFICATE U.S.A. (MODEL 90)

(Cleared at Pier)

Permission
to
load

P.D. PORT OFFICE

PHYTOSANITARY CERTIFICATE U.S.A. (MODEL 66)

(Endorsed inspected and released and delivered to broker against ship B/L)

BROKER

B.E.P.Q.
Port Office
ROTTERDAM

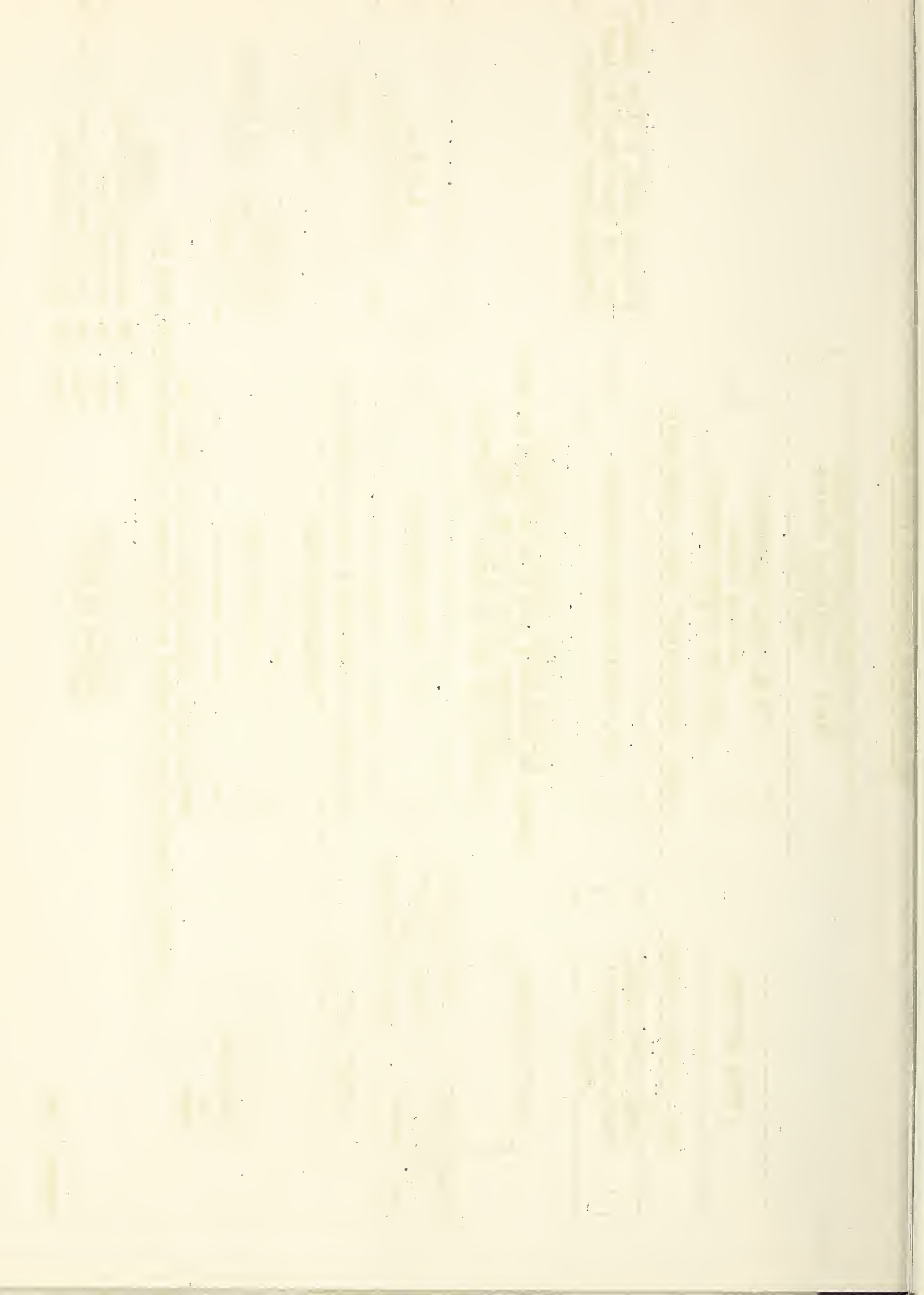
Copy invoice

FORMS

Released to U.S.A.
Customs at First
port of arrival

Model 182 Aanvrage Certificaat
Model 90 Geleidelijet
Model 66 Certificate of Examination USA
Model 153 Copy of Certificate

August, 1951



SUMMARY OF HOLLAND INSPECTED BULB SHIPMENTS - 1951 SEASON

	<u>Number of Consignments</u>	<u>Number of Cases</u>	<u>Number of Ships with Bulb Cargo</u>	<u>Packing House Inspections</u>
July 23-31	37	1,175	4	29
August 1-31	981	57,712	27	190
September 1-30	<u>1,361</u>	<u>54,934</u>	<u>32</u>	<u>203</u>
	2,379	113,821	63	* 422

* 38 soil samples collected during packing house inspections from grading machines and bins were examined for golden nematode cysts with negative results.

Number of cases shipped directly to the following ports are as invoiced at time of shipment. These quantities are not final as changes and diversions have been made in some cases.

<u>Port</u>	<u>No. of Css.</u>	<u>Port</u>	<u>No. of Css.</u>
New York	76,172	Jacksonville	132
Boston	10,698	Mobile	142
Philadelphia	4,177	New Orleans	901
Baltimore	601	Houston	239
Norfolk	3,415	Los Angeles	519
Cleveland	2,151	San Francisco	449
Detroit	2,639	Seattle	41
Chicago	2,777	Montreal	8,726 (In
Milwaukee	42		transit to western and inland
			ports of entry.)

Number of Each Variety of Bulbs Shipped

Tulip	133,584,333	Ixiolirion	20,532
Iris	42,761,533	Leucojum	18,976
Crocus	23,741,423	Camassia	18,598
Hyacinth	22,392,260	Sparaxis	12,724
Narcissus	21,528,515	Bulbocodium	7,260
Muscari	5,564,628	Eremurus	4,535
Scilla	3,179,799	Cyclamen	2,712
Anemone	1,423,365	Brodiaea	2,364
Galanthus	1,382,170	Milla	1,716
Chionodoxa	929,244	Sternbergia	1,200
Ranunculus	887,696	Tritonia	1,072
Ixia	720,374	Amaryllis	849
Fritillaria	372,793	Lycoris	380
Eranthis	214,764	Antholyza	250
Colchicum	152,468	Habranthus	207
Gladiolus	139,850	Hesperantha	200
Puschkinia	132,210	Homeria	100
Lilium	112,788	Lachenalia	90
Freesia	42,691	Nerine	29
Erythronium	34,158	Babiana	25
Triteleia	28,425	Haemanthus	9
Ornithogalum	23,637	Pancratium	6
Allium	22,394		

July 1,853,487

August 136,894,012

September 120,717,853

259,465,352



